AMENDMENT No. 1

to

RFP P2004-1

Develop and Demonstrate Hydrogen Internal Combustion Engine Vehicles and Five Hydrogen Fueling Stations

Scope of Changes

1. The following table summarizes corrections to the RFP:

RFP Reference Page	Correction
Page 11, Item G – Unit Price for the vehicles	…unit price for the first ~~5~~ 6 prototype vehicles and a unit price for the next ~~15~~ 24 vehicle
Page 13 – Section (b)(i)	- 30 Vehicles…….~~5~~ 10 points
Page 14 – Section (b)	Replace parenthetical note with: ($ for 1 Station; identify total number of stations proposed)
Page 15 – Item #3 (2nd Paragraph)	…cost shall be weighted at ~~50~~ 35 points.
Page 15 – Item #4	Cost points will be assigned based on the criteria listed above, including cost-effectiveness and cost-sharing. The refueling station costs shall be scored and provided separately to the cities for comparison.

2. Further clarifications to the RFP are included in the attached responses to questions and issues raised at the Bidders Conference, which was held on July 24, 2003. The attendee list is also included.

RFP P2004-1

Develop and Demonstrate Hydrogen Internal Combustion Engine Vehicles and Five Hydrogen Fueling Stations

Bidders Conference: July 24, 2003

Major Questions/Issues & Responses

Due to the questions raised at the bidders' conference, and after consideration by staff, the AQMD provides the following clarification.

Refueling Station Issue	Response
1. In order to generate reasonable installation cost estimates, do the bidders need site specific details for each city?	No. Bidders should submit the technical proposals including costs for a generic site. Bidders should use the footprint identified as a guideline in the RFP. Cost estimates should be broken down into subcategories of "equipment," "installation," and "other"; this last category should clearly identify which additional costs the proponent expects to incur for things such as safety, certification, permitting, etc.. The proposals will be scored based on technical capability. Only if the proposal receives a technical score of 80 or greater will the bidder be qualified to be placed on a list of potential vendors for the cities. For qualified bidders, costs will be evaluated using the criterion outlined in the RFP. Both the qualifying technical and cost scores will then be provided to the cities for comparison and consideration. Although the costs will represent a generic site, the levels may be used by the cities to evaluate order of magnitude cost estimates. Detailed cost estimates for each station site will be requested from those contractor(s) selected by each city.
2. Do bidders need to identify the sites and submit detailed designs for each station?	No. See response to Issue 1 above.
3. What assumptions should bidders make regarding sale of excess hydrogen?	Bidders should not assume a price discount based on a market-based sale of the hydrogen.
4. What constitutes a "local" business?	See Section II B.5 of the RFP. Ninety percent of the work must be performed within the geographical boundaries of the AQMD to qualify as a local business.
5. Can a small business receive additional points for using small business contractors?	No.
6. Are the cities open to all development teams?	Yes. Review of the proposals will identify and rank the technologies based on the criterion in the RFP. The cities will then work out the installation details with the AQMD and the selected proponent.

Refueling Station Issue	Response
7. May the bidders submit a proposal for only one refueling site?	Yes. Bidders may choose to bid on one, all, or any combination of the hydrogen fueling stations. The proposal must be specific to the number of stations a bidder is including in the proposal.
8. Do the bidders need a complete CEQA analysis for their submittals?	No. The bidders need only demonstrate their knowledge of any impacts that may result from the construction and operation of the hydrogen stations. The bidders need to identify issues that will require resolution and their mitigation measures; these issues should then be reflected appropriately in the technical and cost proposals. This information will allow the review panel to assess the bidders' level of expertise and experience in these areas.
9. Since different city codes and NFPA standards may affect costing, which codes and standards should the proposals reference?	The AQMD expects the bidders to display their expertise in this area by proposing which codes and standards they believe will be appropriate. This can be through previous experience or other assumptions, and the reasons for the selections should be clearly stated. The costs estimates should also duly reflect these codes and standards and be easily identified.
10. Who will own the station equipment?	The cities will own and operate the stations.
11. Who will assume liability for the fueling station and the vehicles?	The cities and the selected contractors will work out any agreements regarding liability for the fueling station. The vehicle conversion contractor will assume liability for the vehicles related to mechanical or operational failures or defects resulting from the vehicle conversion.
12. Would lower pressure fuel storage be allowed?	If a lower pressure is proposed, the bidder must identify the technical advantages of such a system, and include the manner to boost the fuel up to the 5000 psi or to a pressure that can be accommodated by the vehicles.
13. Why are so few points allocated toward renewable sources of energy?	Adequate extra points are given in the rating criterion. Additional points would make renewable sources the exclusive choice, which is not the intent of the RFP. Although the AQMD encourages the use of renewable energy sources, the main emphasis of the agency and the Technology Advancement Office is reducing pollutant emissions using all clean fuels.
14. What if a proposal's cost is based on the economies of scale by bidding all 5 stations but only 3 cities select the bidder? Will bidders be allowed to adjust the costs?	Bidders will be able to adjust costs; see response to issue 1. Bidders must identify the number of stations the equipment costs are based on and clearly state all pricing assumptions.

ICE Vehicle Issue	Response
15. What platform of vehicles is preferred?	The RFP contemplates light duty sedans or small pickup trucks (e.g. Ford Ranger size or Chevy S-10).
16. What is the specification for vehicle range?	Vehicle range should be kept as close as possible to existing vehicle range.
17. Can a bidder submit different vehicle scenarios and multiple options?	Yes, bidders may submit multiple options.
18. What are the CARB SULEV standards for light-duty vehicles?	The bidders can access the 2004 SULEV standards for light-duty vehicles through CARB's website. The link below will provide direct access: <www.arb.ca.gov/msprog/levprog/test_proc.htm>
19. Do the vehicles have to meet emission and safety (crash test) certifications?	The emission certification to SULEV levels is a requirement within a 18-month period. While, a crash test safety certification maybe desirable, it is not a requirement for this program. The proposal should, however, address the extent to which the bidder can accommodate the safety certifications and the path to accomplish this. Depending on the performance of the vehicles, the AQMD will work with the successful bidder to conduct a full safety certification under a separate study.

General Issue	Response
20. What will the relationship be between the City, AQMD, and the successful bidder(s)?	The AQMD will develop a ranked list of refueling station contractors. The individual cities will then solicit site specific cost estimates from one or more contractors from this list. The cities will then enter into a contract with the selected contractor.
21. How much money has the AQMD budgeted for this project?	The AQMD has not identified a specific budget amount. We are looking to the bidders to provide reasonable cost information so the AQMD can determine the appropriate level of funding and seek additional co-funding from other agencies such as the DOE.

A flow diagram of the RFP process is provided for clarity.

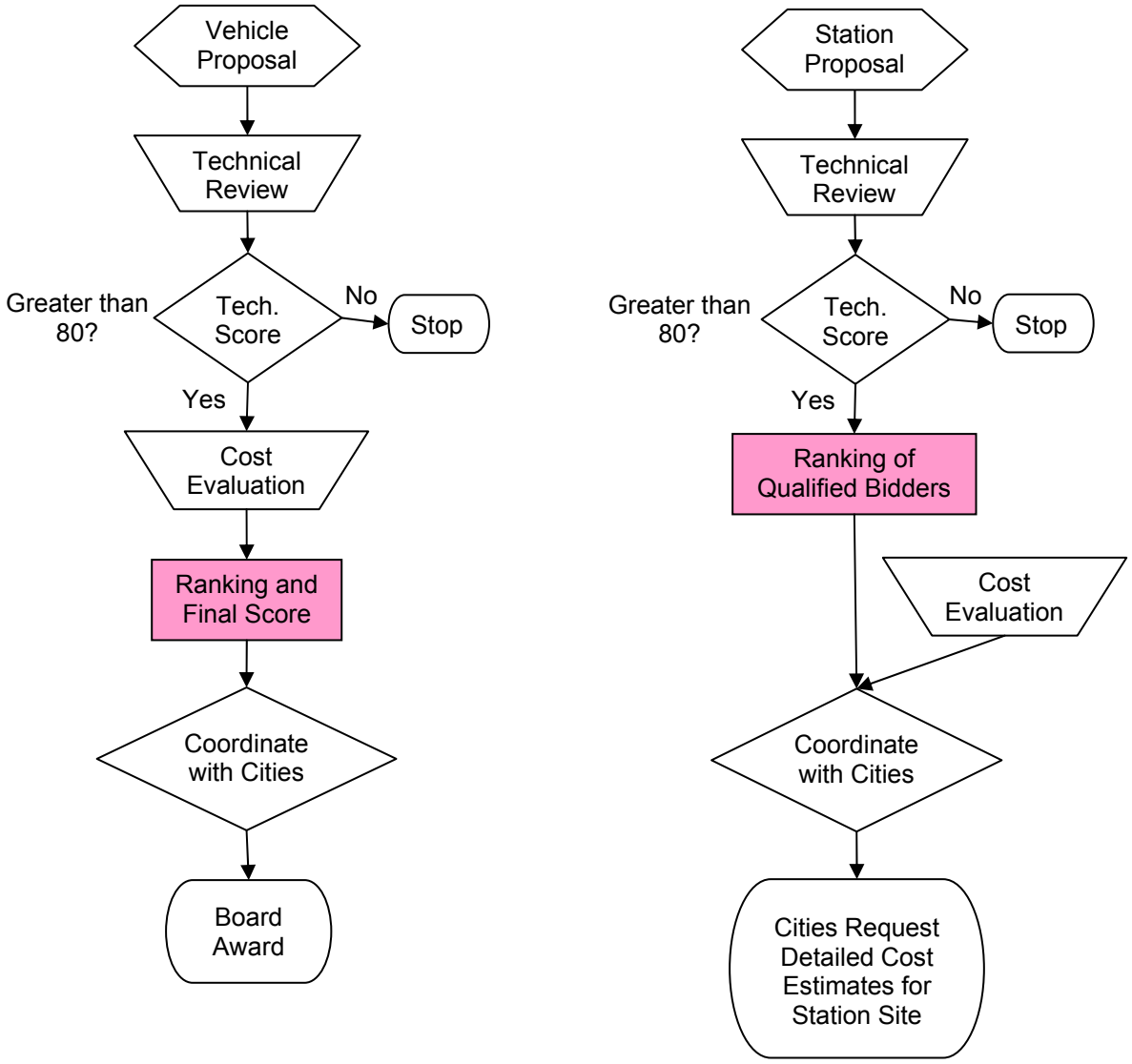

Figure 1: Proposal Review Flowchart

RFP P2004-1 Bidders' Conference, July 24, 2003
Funding to Develop/Demonstrate Hydrogen Vehicles & Fueling Stations

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RFP P2004-1 Bidders' Conference, July 24, 2003
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